



OREGON DEPARTMENT OF AVIATION

Presentation to the Joint Transportation Committee

Agency overview

February 2, 2021

100 years of service

- OR Department of Aviation's mission is to provide infrastructure, financial resources and expertise to ensure a safe and efficient air transportation system.
- The agency was founded on February 11th, 1921, so next week will be our 100th anniversary. ODA is the oldest aviation agency in the US.



Oregon's Aviation System

- 97 public use airports
 - 41 owned by cities or counties
 - 28 are state owned
 - 15 privately owned, but public use
 - 9 owned by port authorities
 - 3 are federally owned
 - 1 joint city-county owned
- 400 privately owned/private use airports
- 15 airports are home to air ambulances
- 14 airports have scheduled air cargo service
- 26 airports have supported wildfire suppression
- 3 airports have Coast Guard station
- 4 Unmanned Aerial System (UAS/drone) Test ranges
- 300+ aviation businesses
- 4,530 aircraft (excluding drones)
- 374 registered drones
- 9000 licensed pilots



Economic impact

- Economic impact of \$29 Billion/yr
- 300+ aviation related businesses
- 117,000 jobs

- Aircraft and airports make overnight delivery possible
 - Vaccines and organ donations
 - 'Just in time' inventory
 - High value and time sensitive goods and services
- National defense



Klamath Falls Airport

The beginning and end of most flights involves a runway

- 119 public use runways in Oregon
 - 98 paved runways
 - 13 grass
 - 8 dirt
 - 12 runways in OR can support military cargo C-130's (emergency response personnel and supplies)
- Longest runway in OR is about the same length as Mount Hood's height.
(PDX at 11,000 feet)
- Average life of a runway is 20 years.



McMinnville Airport

Emergency Response and Recovery

- The September wildfire response included aircraft assets that were deployed over difficult to reach terrain.
- In a major seismic event, when the roads are unusable, initial emergency response will be by air.
- Oregon has 12 runways that are wide enough to handle military cargo C-130 aircraft, including 2 on the coast, 7 in the valley, and 3 in eastern OR.



Sept 2020, courtesy of Friends of Aurora Airport

Heavy lift and aerial firefighting assets

- Most (non-military) heavy lift and firefighting helicopters in OR are based at the Aurora Airport.
- 13 airports have completed FEMA and DHS evaluations for staging areas for response and recovery from a major seismic event.
- 11 additional airports will be evaluated this year.



Courtesy Friends of Aurora Airport

The other ODA - Who we are, what we do

- Small agency with 13 staff members
- No state funding (General or Lottery funds)
- **Operating budget ~\$2.5M/yr**
- Half of our revenue comes from tax on aviation fuel
- 19-21 LAB is \$31.3M
- 36% of LAB is federal funds, which are restricted to capital construction and planning projects
- The fuel tax generates 49% of our budget, but most of it is used for grants and capital projects.



ODA office @ Salem Airport

Free or low costs services

- Pavement evaluation
- Pavement repair
- Obstruction evaluations
- Incompatible land use advice
- Assistance to the 4 UAS/drone test ranges
- Grant programs
- Financial assistance for search and rescue efforts



Aurora State Airport

Technical assistance

- 56 airports receive federal grant funding for capital improvements
- We assist airports with meeting their grant obligations thru
 - Pavement Management System
 - DBE Program, including Disparity study
- Master planning
- Environmental/Biological Assessments (Streak Horned Lark)
- Leasing policy, Rates and Fees



Bend Master Plan Update

Obstruction evaluations

- We provide assistance to locally owned airports with protecting the airspace around their runways.
- In 2020, we did about 1100 obstruction evaluations, mostly on power transmission lines, wind turbines, and cell/communication towers, but also on proposed residential development next to the runways, construction cranes, and even a floating (barge) crane (on the Columbia river next to the Portland Heliport)



Courtesy Idaho Aeronautics Division

State owned airports

- We are the **third largest operator of airports in the US** (after Alaska and Idaho). We own and operate 28 of Oregon's 97 public use airports.
- These airports range in size from 10 to 275 acres, and range in activity from Portland metro relievers like Aurora and Mulino to small recreational and emergency fields across the coast and Cascades:
 - 7 on the coast
 - 5 in the Willamette Valley
 - 8 in the Cascade Range
 - 8 in central and eastern OR



Joseph State Airport

Grants to airports

- Aviation System Action Program (ASAP) grants
- Helped fund **109 projects at 49 airports**
- 80% of projects are at rural airports
- \$10.3M awarded in past 5 years
- No other state funding available for airports
- This Thursday, the State Aviation Board will be asked to award another **\$2.5M in aid**
 - Matching share on federal grants
 - Resiliency projects
 - Economic development projects



Baker City Airport

Proposed 2021 grant recipients

- Subject to Board approval, the following airports will get a grant on Thursday:
- Albany, Ashland, Baker City, Burns (2), Corvallis, Creswell (2), Eugene, Florence, Gold Beach, Grants Pass (3), Hermiston, Lakeview, Lexington, Madras, Medford, Newport, North Bend, Ontario, Redmond, Scappoose, The Dalles, Tillamook

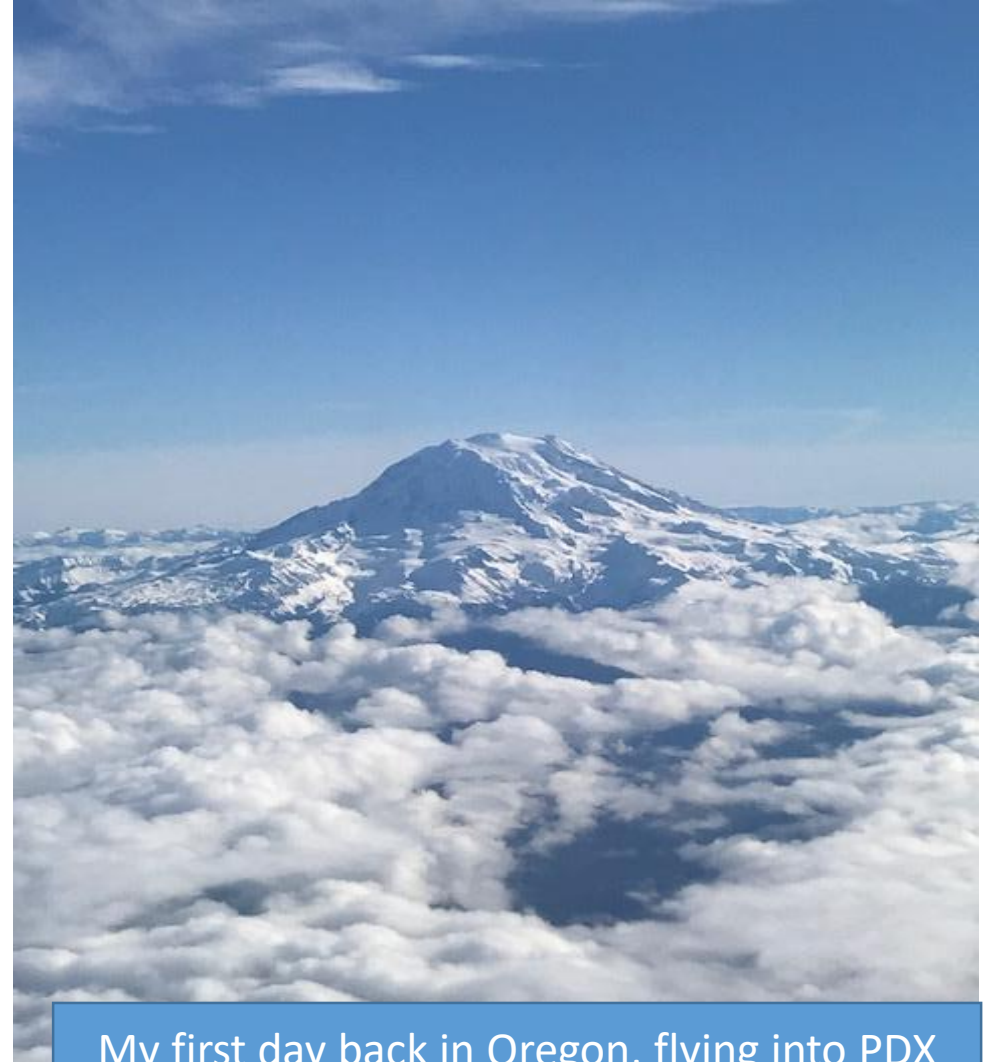


Baker City apron reconstruction

Summary

We are one of the smaller state agencies, but our work reaches all corners of the state.

- We have been providing assistance to Oregon's aviation community for 100 years, and hope to continue for at least another 100.
- Airports and aircraft have a significant role in moving people and goods, in promoting economic development, and emergency response.
- 'She flies with her own wings' is not just our state motto, it is our affirmation of 100 years of service to Oregon.



My first day back in Oregon, flying into PDX

QUESTIONS?